



TRANSPORTATION CABINET

Frankfort, Kentucky 40622
www.transportation.ky.gov/

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Governor

Michael W. Hancock, P.E.
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TO: All Chief District Engineers

FROM: R. Jeffrey Wolfe, P.E.
Director
Division of Traffic Operations

DATE: July 31, 2013

SUBJECT: Work Zone Traffic Control (TO-808)

Attached is a recently approved policy for the Traffic Operations Guidance Manual (TOGM) addressing issues associated with work zone traffic control. The primary purpose of this policy is to address questions regarding the minimum traffic control needed for work zones without a documented traffic control plan. The most common example of this situation is maintenance activities conducted by Cabinet employees.

As you may be aware, the MUTCD is the minimum standard for traffic control along public highways. However, our Standard Drawings call for additional traffic control beyond the requirements of the MUTCD. Traditionally, the MUTCD has been used for maintenance work conducted by state employees while the Standard Drawings have been commonly used for contracted work. With the "fusion" of maintenance/construction at the District level, it has become somewhat unclear to employees as to whether the MUTCD or Standard Drawings should be used for temporary traffic control established by our forces.

The attached policy establishes that Part 6 of the MUTCD is the minimum standard for work zone traffic control within state right of way unless documentation (such as contracts, plans, permits, etc.) specifies otherwise. Additional traffic control beyond the minimums of the MUTCD may be utilized based on engineering judgment.

Nothing in this policy should be interpreted as a change in the frequent utilization of Standard Drawings on contracted work. Such projects frequently involve long-term work/closures which support the requirement for additional traffic control beyond the minimums in the MUTCD.

The policy also includes sections regarding Sign Sheeting, Work Zone Speed Limits, and Double Fine Signs. None of these sections contain new requirements. They just confirm information that is already addressed by statute, administrative regulation, or specifications. The purpose of their inclusion in the TOGM is only to serve as a reminder of key issues associated with these items.

Please distribute this information to appropriate personnel under your supervision. If you have any questions regarding this policy, please contact Jeff Wolfe in the Division of Traffic Operations.

c: Division Directors



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**COMMONWEALTH OF KENTUCKY
TRANSPORTATION CABINET
FRANKFORT, KY 40622**

MANUAL TITLE: *Traffic Operations Guidance Manual*

REVISION NO.: 8

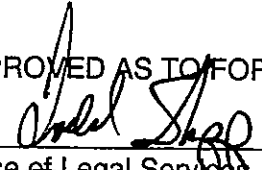
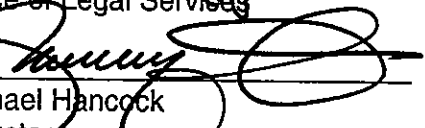
DATE REQUESTED: July 18, 2013


REPRINT: _____

REQUESTED BY: Brad Webb

NEW: _____

NEW POLICY

| CHAPTER/ SECTION | EXPLANATION | OLD PAGES TO BE DELETED | NEW PAGES TO BE ADDED |
|---|---|----------------------------------|--------------------------------|
| | The purpose of this printing is to include the following new policy in the <i>Traffic Operations Guidance Manual</i> . This revision also includes two index updates. | | |
| TO-00 | Table of Contents | TO-01 | TO-01 |
| | Alphabetical Index | TO-02 | TO-02 |
| TO-800 | Work Zone Traffic Control | | TO-808 |
| <div>Produced & Distributed by Organizational Management Branch</div> <div>APPROVED AS TO FORM AND LEGALITY</div> <div> Office of Legal Services</div> <div> Michael Hancock Secretary</div> <div><u>7/31/13</u> Date</div> | | | |
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|---|---|
|  | Chapter MISCELLANEOUS TOPICS |
| | Subject Work Zone Traffic Control |

MINIMUM: Unless documentation (such as contracts, plans, permits, etc.) specifies otherwise, the minimum for work zone traffic control within state right of way shall be as stated in Part 6 of the Manual on Uniform Traffic Control Devices (*MUTCD*). Additional traffic control, beyond the minimums established by the *MUTCD*, may be implemented based upon engineering judgment.

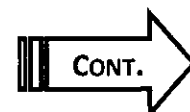
SIGN SHEETING: Warning signs for work zone traffic control applications shall be fluorescent orange in color and fabricated using products from the Division of Materials' *List of Approved Materials* under the category of Construction Sign Sheeting.

WORK ZONE SPEED LIMITS: In accordance with KRS 189.390 and 603 KAR 5:320, the Department may temporarily reduce the posted speed limit in a highway work zone. For work zones located on a section of highway with a speed limit of 70 miles per hour, the Department shall not reduce the speed limit in a highway work zone by more than 15 miles per hour without an engineering study. For work zones located on a section of highway with a speed limit of 65 miles per hour or less, the Department shall not reduce the speed limit in a highway work zone by more than 10 miles per hour without an engineering study.

If an engineering study is not required, the district shall use engineering judgment to determine if a work zone speed limit is desirable. In such cases, no official documentation is required, and the work zone speed limit is established when speed limit signs are posted.

For speed limit reductions in work zones that are significant enough to require an engineering study, the district shall submit a request to the division, as such reductions require an Official Order that is signed by the Transportation Cabinet Secretary. As a minimum, the request shall address:

- Normal posted speed limit
- Recommended work zone speed limit



- Description of the work activity or conditions that justify a significant reduction in the speed limit
- Limits of the reduced speed zone (including milepoints, if available)

If the division agrees with the recommendation, it shall forward an Official Order to the Secretary for approval. Once the Official Order is signed, it shall be forwarded to the district.

Standard Drawing TTD-120, "Work Zone Speed Limit and Double Fine Signs," addresses signing details for work zone speed limits.

DOUBLE FINES:

603 KAR 5:320 addresses specific guidance for the use of double fine signs within work zones. In accordance with this KAR, a highway work zone shall be eligible for double fines if a worker is not routinely protected by a barrier wall or if a condition exists which exposes a worker to traffic hazards. As a result, double fine signs shall only be placed along the portion of highway work zone where a worker is exposed to traffic hazards, and the double fine signs may be relocated as the work zone progresses.

If the highway on which double fine signs are to be placed is not a divided highway, the fine shall be doubled for both directions of travel.

Signs shall be removed or covered so that the DOUBLE FINE message is not visible or legible when the highway work zone does not have a worker present for more than a 2-hour period of time.

Standard Drawing TTD-120 addresses signing details for double fine zones.

